

We cannot leave the subject of operations without comment-
ing most favorably upon the excellent work done by the two Pilots,
Capt. Arthur W. Harrington and 1st Lt. Ralph H. Knob. These two
officers, each riding a Harley-Davidson solo motorcycle, left camp
each morning about one-half hour in advance of the Convoy to see
that the road was clear and to report any obstructions or devia-
tions to the Expeditionary Commander.

The simple road marking system used by the Pilots proved
to be a great success. The markers consisted of colored
paper inscribed right angle triangles, 11" base by 56" altitude,
which were tacked on a compassrose post or fence at each turn of
the road or intersection. When the apex of the triangle pointed
up it indicated that the route was straight ahead; apex pointing
to the right, indicated right turn; apex pointing left, left turn;
and two triangles tacked up base to base, thus forming a square,
indicated the location of the camp site. Without these markers
considerable difficulty would have been experienced in following
the route through cities, on detours, in the absence of official
Lincoln Highway Markers, or where these were intermixed with
other Highway markers.

We will now proceed to a consideration of the operations
of the various makes and types of equipment individually. No men-
tion will be made of the various unimportant minor adjustments
required in the operation of all motor vehicles and which were
generally made by the drivers or assistant drivers.

(a) CADILLAC: In general, the operation of the two
Cadillac touring cars and Search-light truck was satisfactory, and
these three vehicles required but little attention. Although the
Cadillac (451107) used by the Expeditionary Commander covered
approximately double the mileage of the trucks, but few adjustments
were required and only two minor troubles experienced.oward the
end of the trip the tension spring on the 10th clutch cable and the
cork float in the carburetor became saturated requiring drying out
and reseating with shellac. Some trouble was also experienced
with the auxiliary air valve spring sticking, on account of the
excessive dust accumulated on the trip. The engine of the other
touring car (451105) became noisy and examination showed that this
was due to the timing chain stretching, replacement being made at
Benghazi. One connecting rod bearing in this car also began
knocking badly two days before the end of the trip and had to be
taken up. The Search-light truck (45075) developed a bad trans-
mission, due to misalignment, on the fourth day and new parts
costing \$140.70 were installed. The Belco system of ignition was
used on the Cadillacs and generally gave satisfaction.

(b) DODGE: The performance of the ten [10] Dodge cars used
by the Convoy was quite satisfactory although there are a number of
points on this vehicle which required some attention. The hood
fasteners are too light and quite a large number of them were missing